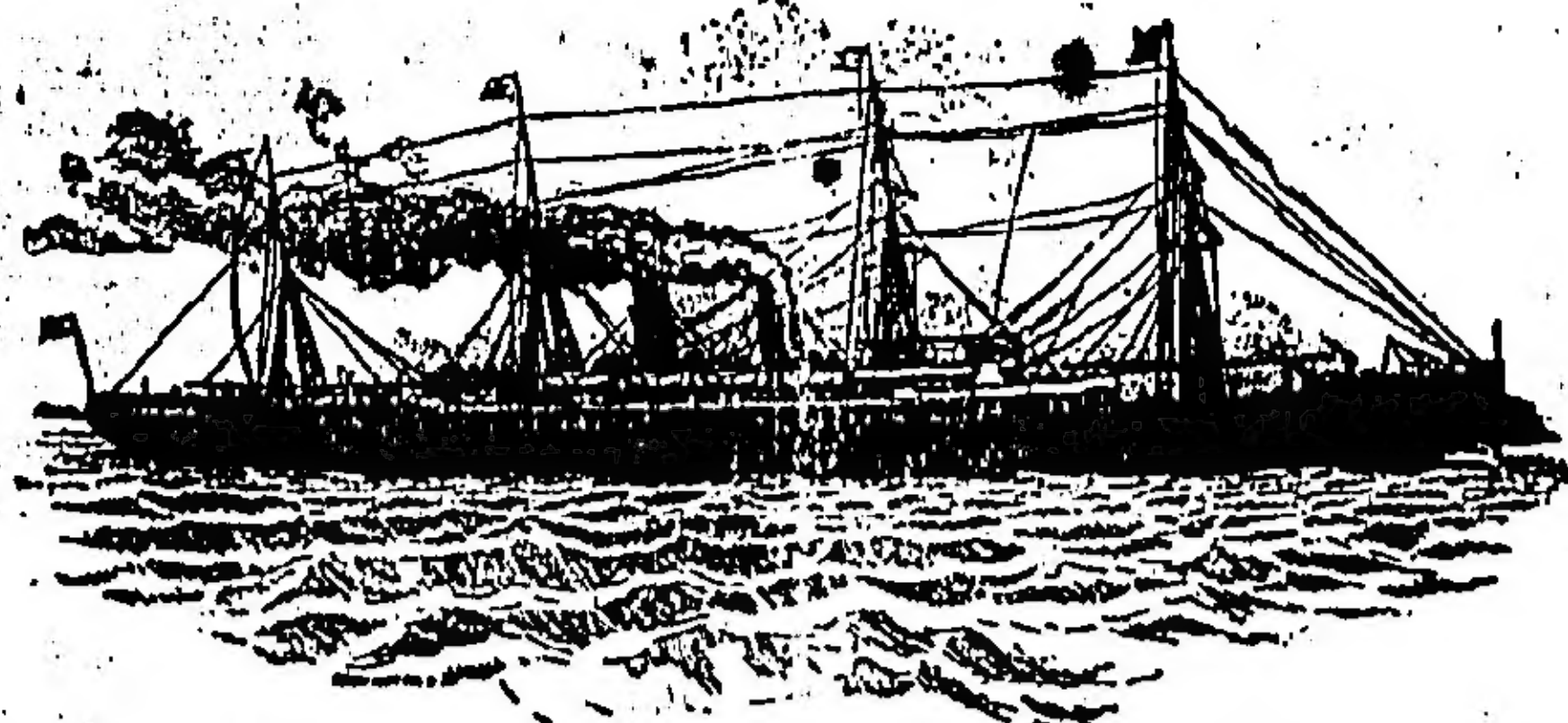


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	4,352 Gross Tons.	WEDNESDAY, 3rd August, at Daylight.
"KOREA"	11,276 "	SATURDAY, 13th August, at Noon.
"GAELIC"	4,205 "	TUESDAY, 23rd August, at Noon.
"MONGOLIA"	13,639 "	SATURDAY, 3rd September, at Noon.
"CHINA"	5,060 "	THURSDAY, 15th September, at Noon.
"DOBO"	4,784 "	TUESDAY, 27th September, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 8th October, at Noon.
"AMERICA MARU"	6,300 "	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "COPTIC" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 3rd August, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; and from Chicago to destination the choice of direct lines.

Special rates (first class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Alaska and the United States, via Overland Railway, to Havana, Trinidad, and other ports in the West Indies, Central and South America, by the Company's and connecting Steamers.

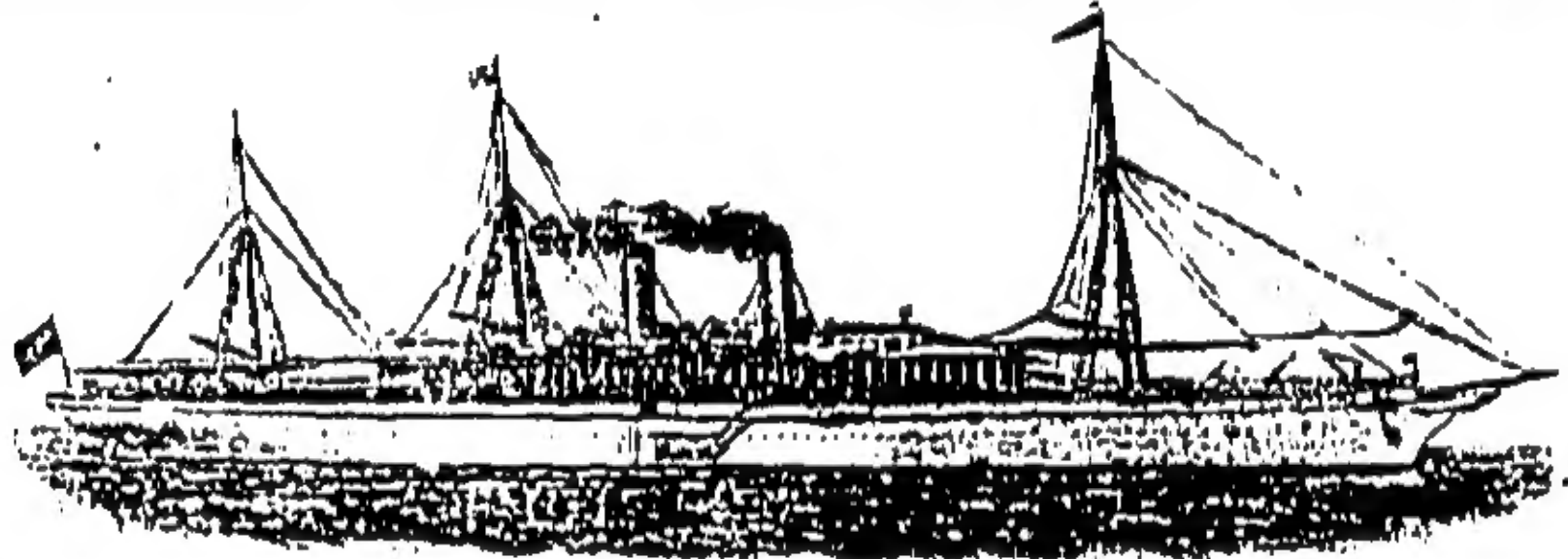
FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy outdoors throughout: deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 21st July, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.		
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.	WEDNESDAY, 3rd August.
"TARTAR"	4,425 "	WEDNESDAY, 10th August.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 24th August.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 21st September.
"ATHENIAN"	2,440 "	WEDNESDAY, 5th October.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 19th October.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
Hongkong to London, Intermediate on 1st Class, £40. £42.

THE magnificent twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

Hongkong, 20th July, 1904.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Raids to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ	HAVRE and HAMBURG.	31st July. Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).	
BADENIA	HAVRE, BREMEN and HAMBURG.	18th August. Freight.
Roedern	(Calling at S'PORE, PENANG & COLOMBO).	
SPEZIA	HAVRE and HAMBURG.	25th August. Freight.
(ex BAMBERG)	(Calling at S'PORE, PENANG & COLOMBO).	
ANDALUSIA	HAVRE and HAMBURG.	5th Sept. Freight.
Filler	(Calling at S'PORE, PENANG & COLOMBO).	
SCANDIA	HAVRE and HAMBURG.	20th Sept. Freight and Passengers.
(ex KONIGSBERG)	(Calling at S'PORE, PENANG & COLOMBO).	

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 15th July, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D.D.S.,
37, DES VŒUX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,353 tons.	Captain R. D. Thomas.
"POWAN"	2,138 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,160 "	W. A. Valentine.
"HANKOW"	3,073 "	B. Branch.
"KINSHAN"	2,800 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSE"	1,998 tons.	Captain H. D. Jones.
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Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at about 2 P.M. During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.

Departures from Macao to Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN"	2,100 tons.	Captain T. Hamlin.
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This steamer leaves Canton for Hongkong every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Hongkong for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.; THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM"	388 tons.	Captain J. Willox.
"NANNING"	359 "	C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted through out by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.
Hongkong, 13th June, 1904.

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40) PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are restful and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts).
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents—

SIEMSEN & CO.
Hongkong, 10th January, 1903.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

16, DES VŒUX ROAD CENTRAL,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guaranteed given to every purchaser.

40, QUEEN'S ROAD,
Wing Lee's Building.

THE HONGKONG
STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING
and COPYING in all Sizes.

LARGE SELECTION OF VIEWS, ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1903.

J. MEE CHEUNG,
PHOTOGRAPHER,

2nd FLOOR OF ICE HOUSE, 10
Ice House Road.

In a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS and VIEWS
a speciality.

Hongkong, 12nd September, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 60.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,
AND

GENERAL STOREKEEPERS,
(SUCCESSORS TO G. GIRAULT)

5, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the
French Mail Steamer "Oceanien"

THE FOLLOWING GOODS:—

FLAT CHEESES (quality Crème à la Crème)	\$0.80 per lb.
EYSSEN CHEESE in Tins	0.75 the tin.
GOUDA CHEESE (Edam)	1.60 each.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES in JUICE.....Per Bottle \$1.50

CHERRIES 1.50 |

ASSORTED FRUIT 1.50 |

CHERRIES in BRANDY..... 1.75 |

APRICOTS 1.75 |

PLUMS 1.75 |

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.
Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer
to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of
WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask
of 220 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that
is clouded in the cask so that it becomes perfectly clear when bottled.

Hongkong, 16th July, 1904.

[707]

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the Hongkong Telegraph and
they are warned against paying more than
TEN CENTS (10cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.

In Bags of 50 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 15th August, 1903.

[783]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

THE MANAGER,

Hongkong, 1st November, 1902.

[30]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

GO TO THE

KOWLOON HOTEL
KOWLOON.

J. W. OSBORNE,
Proprietor and Manager.

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 25th October, 1902.

OCCIDENTAL
HOTEL.</

Entertainments.

HONGKONG VOLUNTEER CORPS.

A PROMENADE CONCERT will be given on the VOLUNTEER PARADE GROUND, TO-MORROW NIGHT, (WEDNESDAY), July 27th, 1904, at 9 P.M.

Tickets, 1/6 and 3/6, may be obtained from Messrs. Kelly and Walsh or Volunteer Headquarters.

If wet the Concert will be held in the CITY HALL.

Hongkong, 26th July, 1904. [859]

THE GREAT SENSATION AND ATTRACTION IN THE EAST.

NEVER SEEN IN HONGKONG BEFORE.

SIMONS' GRAND PANOPTICON, DIORAMA, CYCLOPAMA AND WAXWORKS EXHIBITION.

Des Vaux Road, opposite Central Market.

TO-NIGHT! TO-NIGHT!!

FROM 6 P.M. TO 11 P.M.

Every day from 9 to 12 a.m. and from 5 to 11 p.m.

COME AND SEE THIS UNIQUE AND INTERESTING EXHIBITION.

THE PANOPTICON,

A Grand, Marvellous,

Magnificent and Extraordinary Show.

ALL LIFE SIZE AND MOVING WAX FIGURES,

Made by the Cleverest and Best Artists of Europe.

Price of Admission 50 Cents.

Children 30 "

Soldiers and Sailors in uniform 30 "

A. W. SIMONS,

Sole Manager.

Hongkong, 23rd July, 1904. [869]

Notices of Firms.

A. S. WATSON & CO., LIMITED.

MR. ALFRED HENRY MANCILL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st July, 1904. [791]

A. S. WATSON & CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st July, 1904. [792]

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE, THE PEAK.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904. [641]

FOR SALE.

ONE ICE-MAKING MACHINE with GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,

8, Des Vaux Road.

Hongkong, 27th June, 1904. [760]

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c.,

for GASOLINE AND GAS LAMPS

at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KOWNG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superioresse will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.

AN INTERIM DIVIDEND of Six Dollars per Share for six months ending June 30th, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1904. [830]

THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of One Dollar and a Half per Share for six months ending 30th June, 1904, will be payable on the 27th instant, on which date DIVIDEND WARRANTS may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th instant, (both days inclusive).

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary to the Hongkong Land Investment and Agency Co., Ltd.

General Agents for the West Point Building Co., Ltd.

Hongkong, 12th July, 1904. [831]

HONGKONG ICE COMPANY, LIMITED.

NOTICE.

IN accordance with the Provisions of No. 104 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half-year ended 30th June, 1904, of FOUR DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, the 2nd August.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd to 31st inst., both days inclusive.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 19th July, 1904. [836]

A. S. WATSON & CO., LIMITED.

ISSUE of 30,000 NEW SHARES of \$10 EACH.

PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every 10 shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$500,000, divided into 50,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$500,000 divided into 50,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 22nd June, 1904. [754]

NOTICE IS HEREBY GIVEN that it has been ascertained that a quantity of FLOUR of Inferior Quality to the Flour Manufactured by the STOCKTON MILLING COMPANY, of San Francisco, California, and known as the "CROWN" Brand, has been improperly packed by certain Flour Dealers in bags which bear upon them the "CROWN" Trade Mark of the Stockton Milling Company, and that such Flour has been passed off to purchasers thereof as the "CROWN" Brand Flour Manufactured by the Stockton Milling Company, which Flour has of late years become well-known on the Hongkong market as Flour of the most superior quality.

Persons purchasing "CROWN" Brand Flour are therefore warned, and requested, to examine all bags supplied to them which purport to contain such flour, and to satisfy themselves that such bags are bags manufactured by, or for the use of, the Stockton Milling Company of San Francisco and have not been re-sewn or otherwise tampered with.

Hongkong, 22nd July, 1904. [867]

ESPECIAL OLD TOM GIN.

Marshall and Elvy's

Hongkong, 11th May, 1904. [608]

DOUBLY DISTILLED

AND OF

MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Vaux Road.

Hongkong, 11th May, 1904. [608]

THE VLADEVOSTOK SQUADRON.

The following has been received at official quarters in Tokyo:—

According to a Reuter's telegram, Vice-Admiral Skrydloff on the 6th inst. submitted the following telegraphic report to the Tsar:—

The Russian torpedo-boat flotilla and the transport *Lina*, under the command of Captain Baron Lertzen, has made a reconnaissance of the port of Gansan. No Japanese warships were found there, but there were in harbour a Japanese steamer and a sailing-vessel, both of which were destroyed by the Russian torpedo-boats, after their crews had landed. Numerous junky and boats inside the port were also destroyed. Meanwhile the Russian torpedo-boats were fired upon by the Japanese soldiers, who quickly assembled on the hills and in the Japanese settlement, and shots were then exchanged between the opposing parties, the Japanese being finally repulsed. Some barracks on shore were destroyed by the Russian fire. There were no casualties on the Russian side.

As the Vladivostok squadron under the command of Vice-Admiral Bezobrazoff was about to enter the Korean channel on the 1st inst. at 6.20 p.m., a Japanese squadron consisting of seven warships and a few torpedo-boats, appeared in sight, right ahead. The Russian squadron thereupon altered its course and retreated north, followed by the Japanese, who opened fire from a distance of 80 cables. The Russian vessels did not respond. At about 8 p.m. the same day, a Japanese torpedo flotilla consisting of 11 boats closely approached the Russian squadron and discharged their torpedoes, but without result. Vice-Admiral Bezobrazoff states that two of the Japanese torpedo-boats were sunk by Russian fire. On the following morning nothing was to be seen of the enemy. The British steamer *Challenger*, captured in the Japanese Sea, was brought to Vladivostok on the 7th inst. Her cargo consisted of a quantity of sleepers and timber for the Seoul-Fusan Railway. She was on her way from Otaru to Fusan when captured.

THE BELGO-AMERICAN RAILROAD ENTERPRISE.

FROM THE New York Journal of Commerce.

The statement has gone around the newspapers of the country that the recognition by the Department of State of the Canton-Hankow Railway as an American enterprise is calculated to increase American influence in and is a notice of "hands off" to Russia.

It happens that nothing could be much farther from the truth. There can be no question that, as originally organized and planned, this enterprise was accepted as evidence that American energy and capital would be freely employed in equipping China with the appliances of modern civilization. The concession was given to Americans on the special ground that it was highly desirable, for the future of China, to enlist in the work of developing the material resources of the empire the aid of a nation which not only had no designs of its own on the territory of China, but which was vitally interested in counteracting the designs of other nations on that territory. Both by the representatives of China and the United States this point was strongly insisted on when the contract was signed with the Brice syndicate in 1898 for the construction of the Canton-Hankow railroad, and that contract expressly guards the nationality of the enterprise against alienation. When General Parsons and his surveying party went over the route to be traversed by the proposed American railroad, the advent of citizens of the United States in the field of Chinese railroad construction was everywhere the subject of congratulation. Mr. Charles Denby, Jr., who accompanied the party as interpreter, said in a magazine article published in 1899, that he would never forget the enthusiasm with which the people and the officials along the line welcomed American co-operation in Chinese railway construction. In the concluding paragraph of his very interesting book "An American Engineer in China" General Parsons says that in the work of regeneration in China the influence of the United States "should be, and for many reasons inevitably will be, a preponderating weight." Thus, he added, following the rule that the world's progress has always been from the rising to the setting sun, "after a lapse of five thousand years, the youngest of the great nations is preparing to pass on, or rather to return, this light to the oldest, whence it started on its 'circum-orbitum' journey."

As has already been explained at sufficient length in these columns, the control of the American China Development Company has passed into the hands of a syndicate at the head of which is the King of the Belgians, and the conduct of the first and only work which it has undertaken—the construction of the Canton-Hankow Railway—is supervised not from New York, but from Brussels, the members of the nominally American organization here being merely agents of those higher in authority on the other side of the Atlantic. It does not greatly matter in whose names the stock may stand on the books of the corporation if its real ownership be elsewhere. In these circumstances it is difficult to see how American influence in China is to be promoted, or Chinese apprehensions as to the extension of Russian influence through railroad ownership are to be allayed, by any declaration on the part of our Government that it still regards the American China Development Company as an American corporation, and that this Government alone has the right to deal with diplomatic questions affecting the interests of the company. In point of fact, we can imagine no more fatal blow to American influence than its covert use for the promotion of ends equally foreign to the avowed policy and aims of this Government and to the interests of our commerce in China. In the magazine article already quoted from, Mr. Denby points out that the Chinese negotiated with Belgians for the construction of the railroad from Peking to Hankow, because Belgium was supposed to be

a small country without designs on China, and hence safer to deal with than aggressive colonial Powers, such as France, for example, with whom China was in constant trouble on her southern border. As a matter of fact, however, the ink was not dry on this contract before an official publication by the Minister of Foreign Affairs at Paris congratulated the French people on the success of French diplomacy, and made the following statement: "The result secured is due to the perseverance of French and Belgian manufacturers, actively seconded by their respective governments, and the representatives in China of France and Belgium." Mr. Denby goes on to show how a contract for this line was first offered in 1866 to an American syndicate, which, having gone to the length of sending a survey party over it, dropped it in the face of Belgian competition. The Belgians, backed by France and Russia, eagerly seized it; terms with them were no object. They wished to get the contract into their hands and cut off competition, feeling sure of being able eventually to modify the contract to suit themselves.

It would seem that the history of the Peking-Hankow concession was about to be repeated in that of the Hankow-Canton. The latter contract, which was secured in face of the persistent opposition of the concessionaires of the Northern road, was described by Mr. Denby as "a simple business matter, having no political background." His view of the enterprise was simply this: "It is intended on the part of China to establish means of communication through three rich and prosperous provinces, while it is the purpose of the Americans interested to obtain a profitable investment and to enter an attractive field of industry." Mr. Denby was quite right in his assumption that the undertaking would be favourably regarded in the assumption that "France and Belgium will be less inclined to interfere with it since our little episode with Spain." But, unfortunately, the enterprise did not prove so tempting to American capital as had been anticipated, and, seizing a favourable opportunity, the Belgians accomplished by the simple process of purchasing a controlling interest in the stock of the American China Development Company an apparent right to dispose of the Canton-Hankow concession at their pleasure.

The action of our State Department in regard to the status of the company, which has thus passed into foreign hands, derives new interest from the reported determination of the Chinese Viceroy whose provinces are to be traversed by the railroad to refuse to recognise the validity of the concession in its present hands. Wuchang and Canton appear to have more accurate information on this subject than is obtainable in Washington, and as it happens to be the Chinese authorities who must be the ultimate judge of whether the American concessionaires have lived up to their contract, it is the verdict of the Southern Viceroy that will carry weight in Peking rather than that of our Department of State. Happily, our Government reserved its right to cease its recognition of and assistance to the American China Development Company in case of any change in the organization or conduct of that corporation which may seem to justify such action. Confronted by the proofs on which the Chinese Government bases its attitude toward the concession, the Department of State is not likely to persist in considering the American China Development Company to be in good faith an American company.

The Times states that the war is crippling Russian trade. During May, the railways carried 100,000 tons less goods than in May, 1903. There are 60,000 railway and 350,000 factory hands idle in Russia, and the unemployed are increasing at the rate of 3,000 a day.

A BELGIAN has invented a method of sound signalling under water. This signalling can be heard at a distance 80 to 100 kilometres (48 to 60 miles), and it is expected to do much to obviate collisions at sea, or accidents in harbour during foggy weather. It will be possible for two ships to communicate with one another, in a fog, in a snow-storm or when too far apart for the reading of the ordinary ships' code signals. The new invention is shortly to be tried on a line of steamers plying between England and the Continent.

Intimations.

LADY, (Married) requires position as HOUSE-KEEPER, or ASSISTANT HOUSE-KEEPER in Good Hotel in Hongkong, or Manila, or would not object to serve in Bat.

Apply—"BOX,"

C/o This Paper.

Hongkong, 15th July, 1904. [840]

ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, AERATED Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and DEPOT, West Point, Tel. 367. Depot, Ice House Street, Tel. 374.

Dr. V. DANENBERG & F. P. DANENBERG.

General Managers.

Hongkong, 30th May, 1904. [677]

Intimations.

MOTHERS SHOULD KNOW.

The troubles with multitudes of girls is a want of proper nourishment and enough of it. Now-a-days they call this condition by the learned name of Anemia. But words change no facts. There are thousands of girls of this kind anywhere between childhood and young ladyhood. Disease finds most of its victims among them. They are too weak and frail to resist. Some of them are passing through the mysterious changes which lead up to maturity and need especial watchfulness and care. Alas, how many break down at this critical period; the story of such losses is the saddest in the history of home. The proper treatment might have saved most of these household treasures, if the mothers had only known of

WAMPOLE'S PREPARATION

and given it to their daughters, they would have grown to be strong and healthy women. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In building up pale, puny, emaciated children, particularly those troubled with Anemia, Scrofula, Rickets, and Bone and Blood diseases, nothing equals it; its tonic qualities are of the highest order. A Medical Institution says: "We have used your preparation in treating children for coughs, colds and inflammation; its application has never failed us in any case, even the most aggravated bordering on pneumonia. The children like it, and it builds up their bodies; many little children owe their lives to it." The more it is used the less will be the ravages of disease from infancy to old age. It is both a food and a medicine—modern, scientific, and effective from the first dose. It never deceives or disappoints, and is the medicinal triumph of our time. "There is no doubt about it." Sold by chemists.

CANTON DISTRICT.

LOCAL NOTICE TO MARINERS.

No. 65.

{ Additional Light at Whampoa Barrier.

NOTICE is hereby given that on or about the 21st instant a SPAR BEACON surmounted by a Disc and showing at night a RED LIGHT (unclassified) will be placed on the Northern edge of the Channel immediately below the Steamer passage through the Whampoa Barrier.

J. HOWELL MAY, Harbour Master.

Approved,

R. DE LUCA, Acting Commissioner of Customs.

Custom House, Canton, 20th July, 1904. [863]

THE ROBINSON PIANO Co., LTD.,

INVITE INSPECTION OF SOME

SPECIALLY FINE SAMPLES OF

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They are only 5 FEET LONG, occupy

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FULL GRAND.

Hongkong, 13th May, 1904. [3]

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SIEMSEN & Co.

Hongkong, 28th May, 1895. [52]

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Hongkong, 9th July, 1904. [818]

TO LET.

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Intimations.



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WINE MERCHANTS.

ESTABLISHED 1841.

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These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

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Hongkong, 26th June, 1904.

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Telegram Address: Telephone—No. 38.
MARINEWORK.
Hongkong, 3rd May, 1904.

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should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
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The Editor will not undertake to be responsible for
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world is 30 cents per quarter.
Single Copies Daily, ten cents; Weekly, twenty-
five cents.

BIRTHS.

On the 10th July, the wife of H. HILTON,
Penang, of a daughter.
On the 17th July, at Kiukiang, the wife of
R. M. TISMAR, I.M.C., of a son.
On the 19th July, at Foochow, the wife of
S. D. S. POWELL, I.M.C., of a son.

MARRIAGE.

On the 21st July, by Sir Pelham L. Warren,
R.C.M.G., at the British Consulate, Shanghai,
GABRIEL H. J. Sherkov, of Shanghai, to BERYL
BLANCHE, second daughter of the late William
J. Reid, of Melbourne, and of Mrs. E. K. Chan-
der, of Pootung.

DEATHS.

On the 6th July, at Bishop's House, Sarawak,
EMILY HARRIET ROSE, wife of the Bishop of
Singapore and Sarawak, aged 63.
On the 14th July, at No. 2, Wilkie Road,
Singapore, WILLIAM HENDERSON, of Howarth
Erskine Ltd., in his 47th year. Deeply regretted.
On the morning of the 14th July, on board
the s.s. *Italy*, at sea, Capt. HENRY SMITH,
aged 70 years. English papers please copy.
At 16, Avenue Paul Brunat, Shanghai, on the
20th July, DOROTHY, aged 3 years, youngest
daughter of Mr. and Mrs. J. B. Walsh.
On board the steamer *Empress of Japan*,
near Nagasaki, on the 17th of July, 1904,
DORIS HELEN, aged 11 months and 5 days,
daughter of Frederick and Annie Large.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 26, 1904.

THE VLADIVOSTOK SQUADRON.

Three months after the outbreak of war,
when the *Petropavlosk* had been lost with
Makarov and members of his staff aboard,
Admiral Skrydloff looked to the Vladivostok
squadron to assert the right of Russia on
the sea. His appointment to the command
of the fleet in the Pacific Ocean justified
the belief of Russians that he would succeed
in restoring to the land of the Tsar the good
fortune that had proved false to her aloft
and in bringing back to the fleet the prestige
of victory. Although nothing has been
heard of his movements for some weeks
it may safely be assumed that this deter-
mined and clever sailor is responsible for
the daring exploits of the Vladivostok squa-
dron which has repeatedly set sail from the
northern port and ventured dangerously far
into the enemy's base. It will be remem-
bered that last month the squadron made a
singularly risky and successful raid in the
Korean Straits, and hearing of its where-
abouts in the neighbourhood of Oki Island
Admiral Kamimura went out with the main
fleet in pursuit. Heavy rains set in
obscuring the view and all hope of
sighting the enemy's squadron vanished.
Nothing of any consequence was heard of it
until Wednesday last, when our Yokohama
correspondent notified us that three Russian
warships, probably the *Rossin*, the *Grombi*
and the *Rurik*, had passed the Tsugaru
Straits, entered the Hakodate sea and dis-
appeared in the direction of the Yesan sea.
Having sunk the *Takashima Maru*, off
Isoda, they appear to have steamed outside
of the Japanese coast; for according to his
cable of yesterday's date they had got to
within three hundred miles of Yokohama.
Here they seem to have been particularly
active as, according to our special cables
of yesterday's date, the steamer *Knight Com-
mander* was sunk, two Japanese schooners
destroyed, the *Tsino* overhauled, and the
Arabia and *Calchas* seized and sent to Vli-
adivostok. This raid is even more daring than
the one enacted on the other side of the
Japanese Islands and points to the probabi-
lity of the Russian vessels endeavouring to
reach Port Arthur and assist the squadron in
a combined attack on the Japanese fleet
under Admiral Togo. In this event Admiral
Kamimura will have an opportunity of inter-
cepting the Russians, for although the raiders
cannot have failed to perceive how necessary
it is for them to avoid rash undertakings in
which the ships would only be sacrificed use-
lessly, Admiral Skrydloff may have determined,
in view of the situation at Port Arthur, that
the time has arrived to risk everything upon
a single great dash in order to win or else suc-
cumb with honour to Russia's sake. In the
meantime, it is possible that the squadron
may cruise in the Pacific, depending the
problematic coming of the Baltic Fleet, said
to be due sometime in the autumn, molest
westward bound steamers. This, however,
would be attended with numerous risks, as
Admiral Kamimura could have vessels wait-
ing off Vladivostok for the Russian's return
and despatch others to the Pacific to give
battle to the fleet.

LOCAL AND GENERAL.

Four plague cases complete the return issued
at noon to-day.

The *Dr. Hans* is expected here in a day or
two from the Philippines for repairs by the
Dock Co.

Sir Frederick Treves, the famous English
surgeon, was the recipient of an honorary de-
gree at the commencement exercises of the
University of Pennsylvania on the 13th ult.

The South African *Owl* publishes a letter from
a Press correspondent at Tokio stating that the
Transvaal Labour Association, being unable to
secure sufficient Chinese, has made unsuccess-
ful endeavours to obtain Japanese labourers.

The following is the return of visitors to the
City Hall Library and Museum for the week
ending 24th July, 1904—

	Library	Museum
Non-Chinese	222	94
Chinese	74	1,595
Total	296	1,689

The Three Dots Secret Society are making
themselves a source of danger and trouble
in Chauchow and Chanshang, Kwangtung.
They rob and compel people to join them. A
few hundreds of them massing in a certain
market town are out plundering recklessly.
Some of the neighbouring villages have already
become their prey.

We presume it was on account of yesterday
being the anniversary of the patron saint of
workers in wood that strings of crackers were
exploded near the Hongko Hotel at short
intervals between three and seven o'clock in
the morning. It is bad enough to have this
sort of 'joss pidgin' in the day time, but when
it takes place at such unearthly hours it is too
much of a good thing.

The various British, American, and Australian
war correspondents in Tokio have published
letters warmly thanking the representatives of
the Metropolitan Press of Tokio for represent-
ing to the Military General Staff that the native
correspondents would forego their rights in
favour of the foreigners, if it were thought
disadvantageous to send so many correspond-
ents into the field.

H.B.M.'s Consul, Newchwang, writing to the
Colonial Secretary on 15th inst., states that the
ports of Canton, Hongkong, Swatow, Amoy and
Foochow have been declared infected and that
vessels arriving here from those ports after the
14th instant will be liable to quarantine for ten
days counting from the date of departure, after
which they will be admitted to pratique unless
a suspicious case occurs on board.

It is reported that arrangements have been
made by the authorities for the early shipment
of very large quantities of ammunition to India,
together with ten or a dozen batteries of heavy
defence guns for strengthening various defences
in the Dependency. The greater part of the
material is to be shipped early next month,
and at Lord Kitchener's request a number of
special officers are going out to superintend
the work in hand.

Mr. H. G. Myhre, the Acting Deputy Coast
Inspector, Shanghai, has issued the following
telegram received from the Commissioner of
Customs at Cheloo:—*Kintong* reports sighted
yesterday (19th instant) floating nine with four
attached arms Lat. 40° 29' Long. 121° 56' bear-
ing S. 35° W. mag. distant 6 miles from New-
chwang Lightship's usual position. *Nanyang*
reports yesterday evening (20th instant) passed
nine Lat. 39° 11' Long 120° 54'.

LAM FAT and Li Wing, messengers employed
at the Naval Yard Depot, were charged this
morning before Mr. H. H. J. Gompertz, with
forging a cheque for \$10 on the Hongkong
and Shanghai Banking Corporation, on the 14th
inst.; and further with receiving \$20 cash from
that Bank, on the 15th inst. by means of a
cheque, well-knowing the same to be forged.
The head commadore of the Naval Yard Depot,
had the charge, and had the defendants arrested.
The case was remanded till the 29th inst.

As will be remembered, the gold mine at Tseng
Chenghsien, Kwangtung, has been prospected
by a foreigner and, according to the sample of
ore analysed, the mine is rich with gold. Con-
sequently the foreigner wanted to sign a con-
tract with the natives by force, with the sole
object of developing the mine, but as this was
steadfastly refused, he then tried to tempt
them with money. It is now heard that the
gentry class have petitioned to the local
authorities praying that the mine may be under
official control.—*Sin Wen Pao*.

It is probable that at an early date a strong
American naval squadron will visit British
waters, and the American admiral and his
officers will be received by the King. At least
the idea has been suggested to both the British
and the United States authorities, and as it
would illustrate so completely the present
identity and agreement of British and American
policy, especially in regard to the Far East,
there is every disposition in Court, official, and
diplomatic quarters to give the idea all support;
the more particularly as it includes visits not
only to naval bases like Portsmouth and Ply-
mouth, but to London and Liverpool.

"The Yellow Dragon" for July is full of useful
reading for Queen's College scholars and main-
tains its high standard of excellence.

The Russian gunboat *Korale*, which was
blown up in Chemulpo harbour to prevent it
falling into the hands of the Japanese, has been
sold to Mr. Igarashi, a Fukuoka merchant.

The Ocean Steamship Company's steamer
Arimda, which was constructed by Messrs.
Scott and Company at Greenock in 1890, has
now been sold to the Nittsu Kogyo Kaisha for
about Yen 140,000. She is of 2,871 gross and
1,750 registered tons. This is the forty-fourth
foreign steamer purchased by Japanese ship-
owners since January last.

The case in which Tong Hok Chian, assistant
manager to the Kung Yik Cheung firm, was
charged with embezzlement of \$4,927.62 the
property of the firm, was withdrawn on the
application of Mr. R. Harding, of Messrs.
Ewens and Harston, who stated that his clients
found they had not sufficient evidence to
proceed with the case against the accused.

The cashiered Magistrate Pei, who was con-
demned to death by Viceroy Taen at Canton,
for a number of crimes, and who, as will be
remembered, afterwards fled to Macao, is, ac-
cording to a report in mandarin circles, to be
given up by the Portuguese authorities after
all. There are conditions, however, to this
rendition, and they are that the cashiered
magistrate is not to be handed over to the
Canton officials, but that he shall either be
sent to Peking or to Shanghai, where he may
be tried before a mixed tribunal of foreign and
Chinese officials.—*N. C. D. News*.

H. I. Li Ching-hsi, the newly-appointed Gov-
ernor of Kwangsi province (a nephew of the
late Earl Li Hung-chang), according to a tele-
graphic dispatch received by the local Man-
darins, left his former post at Kweihsiang, the
capital of Kweichow province, on the 20th
instant, for his new post at Kweilin. His Ex-
cellency will first call at Shanghai en route,
travelling overland by way of Hunan and
Hupei provinces, and take steamer for this
port at Hankow (Hupei province). Governor
Li will probably make a short stay in Shanghai
before proceeding by steamer to Canton.—*N. C. D. News*.

The British steamer *Shimoda*, Captain Chaplin,
landed at Suez on the 17th ult., a Lascar seaman
who was picked up in the Red Sea on the
13th, in Lat. 16.48 N. and 40.49 E. The seaman
states that he fell overboard from the s.s.
Imant, and that he had been in the water for
over two days, during which the sea was very
rough. Finally he was sighted in the morning
of the 13th by the *Shimoda* and rescued. The
man is in perfect health, and has been taken
in hand by the British consular authorities at
Suez. It is remarkable, though, that he was
not eaten up by sharks, which, in that locality,
are very plentiful. The fact reminds us of the
native saying, that "sharks do not touch black
men," who frequently dive in the Suez roads
and Red Sea.—*C. O.*

It will be remembered by our readers that a
fire took place on the 9th of April last, at No.
138, Wellington Street, when considerable
damage was done. At the time of the occur-
rence the police had strong suspicions that the
outbreak was not the result of accident but of
a deliberate attempt to burn the house down.
The matter was taken in hand for investigation
by Inspector Gourlay, with the result that he
was able to place Pun Liang Chai, alias Pun
Tak, broker, before Mr. Gompertz, with two
charges filed against him. The first was for
maliciously setting fire to the house in ques-
tion while persons were living therein, and the
second was for setting fire to the house with the
intention of defrauding the Northern Insurance
and the Magdeburg Fire Insurance Companies.
Formal evidence of the arrest of the defendant
was given and the case was remanded, for the
purpose of enabling the police to secure fur-
ther evidence against the accused. Mr. P. W.
Goldring, has been engaged for the prosecution.

INSTRUCTED by Messrs. Wing Cheong, the
well-known jewellers of Queen's Road Central,
Mr. P. W. Goldring, appeared before Mr.
Gompertz, this morning, to prosecute the two
Russians who were charged with being in
unlawful possession of six pearls, valued at
\$1,430, reasonably suspected of having been
stolen, as reported in these columns last even-
ing. As there was some question of identifica-
tion Mr. Goldring applied for a remand until
the 2nd prox. which was granted. No bail. Sub-
sequent to the remand as above reported, two
jewellers from Canton appeared in Court, and
stated that they had come to see if they could
identify the pearls and the men in whose
possession they were found. The men were then
placed amongst a number of others and im-
mediately identified. The pearls were then
shown to the merchants, one of whom identified
two as his property, the other four being identi-
fied by the other jeweller, both of whom have
branch establishments in Hongkong, and in
both of which the accused had tried to dispose
of the pearls. Their *modus operandi*, as ex-
plained by these men from Canton, was to go
into the jewellery shops and show some
Russian ruble notes asking to have them
changed into local currency, and while the
jewellers were engaged examining into the
genuineness of the notes, to seize any small
trifle lying handy. Thus the jewellers missed
the pearls immediately after the men had been
in their shops. The jewellers in Hongkong
informed the police that two suspicious look-
ing individuals were trying to dispose of some
valuable pearls, and they were thus arrested on
suspicion. They claimed that they had carried
them about for four years, getting them during
the looting of Peking, at which time they were
soldiers. It was proved that they came from
Canton on Friday morning.

ARRIVAL OF SIR MATTHEW NATHAN.

The Colonial Secretary writes us as follows
to-day:—Information has been received that
the P. & O. s.s. *Nubia* with Sir Matthew
Nathan on board left Singapore at 2 p.m. on
Sunday and will not reach Hongkong till
Friday. All those who have been already
informed of the arrangements for His Ex-
cellency's reception will, therefore, kindly read
Friday and not Thursday in the notices which
have been sent to them. No other change has
been made.

NEW INSTRUMENT FOR MARINERS.

IN FAR EASTERN WATERS.

The Rev. Jose Algue, S. J., director of the
Philippine weather bureau, has recently in-
vented a new instrument for the more intelli-
gent study and recording of cyclones or
typhoons. The name of the new instrument
is the barocyclonometer. It is a combination
of a barometer and of a novel contrivance
which Father Algue has named the cyclonome-
ter. As the instrument is actually constructed
it also comprises a thermometer, showing the
temperature in both Fahrenheit and Centi-
grade degrees. Although this addition augments
the convenience of the apparatus it is none of
its essential parts, says the *Caduceros*. The
instrument is already being made use of in
Great Britain and on the continent.

In his description of the barocyclonometer
Father Algue says: "Although it cannot be
denied that there exists a certain relation be-
tween the height of the barometer within the
body of a cyclonic storm and the distance of
the vortex still the reading of the barometer
does not give us any information with regard
to the direction in which the centre is moving,
information which is frequently of the greatest
importance to the observer, especially if the
latter is a sailor. Fortunately, we can obtain
this knowledge by applying the laws of
cyclonic circulation to the observed direction of
the prevailing wind. Hence it follows that if,
by combining the typhoon indications given by
the barometer with those derived from the di-
rection of the wind, we could reduce them to a
practical method by means of a simple me-
chanical instrument, we would have an effica-
cious means of reassuring us at the first signs
of a typhoon. This has been our aim in in-
venting the apparatus which we have called the
"barocyclonometer." The present chapter
deals with the description of the instrument
and the scientific principles on which each part
of it is based, leaving for the next the use and
management thereof.

In the preface of a descriptive pamphlet on
the barocyclonometer published by the Obser-
vatory in 1898 I wrote: Two reasons mainly
induced me to procure the construction of the
new apparatus which is described in this
pamphlet. The first was the great convenience,
not to say necessity, of a barometer which could
be used indiscriminately in all the latitudes of
the Far East especially now that the exigencies
of traffic and commerce on the one hand, and
the manifold complications of an international
character on the other, open each day new
course to the frequent navigation of our mar-
iners of the Navy as well as of the merchant
marine. Moreover, since in these seas the
"meteorological elements present such different
characteristics that the navigator sometimes in
a single voyage finds normal barometric heights
as diverse as 754 and 758 millimetres in the short
distance which separates Hongkong from Manila
and 771 and 759 millimetres between Che-
foo and Iloilo, it is quite impossible in these
cases to apply the fixed readings which are
commonly engraved on the faces of barometers.
Even the best of them have this defect, as, for
instance, the barometer of Father Faura, which
consequently is applicable only to the limited
zone of our Archipelago. Add to this that in
the seas of the Far East the barometric height
limit of the outermost zone of the typhoons, a
datum of capital importance, fluctuates be-
tween very different values, being 765 millime-
tres for the twenty-fifth to the thirty-second
parallels of latitude, and 756 millimetres for
the tenth to the sixteenth parallels of north
latitude during the winter months. For which
reason it is impossible for the mariner to nav-
igate securely and to forestall the danger of
such terrible meteors by using a "common
reading" in seas where the extreme barometric
heights of the body of the cyclone differ nor-
mally more than 8 millimetres.

"The other reason, of no less weight, is the
fact that the growing popularity of Father
Faura's barometer has induced some manu-
facturing firms to imitate said aneroids, but—in
order to profitably meet industrial competition
—in such a way that frequently the obser-
ver, instead of finding in them an accurate
and trustworthy instrument, as would be
right, finds in his possession a mere hard-
ware toy which would be capable of discrediting
Father Faura's good arrangement of the in-
dications and readings engraved on the face
thereof, if its fame were not so justly estab-
lished. Several times we have heard Father
Faura lament this pernicious abuse, which,
unfortunately, has no remedy. Now that the
advisability is recognized of offering to the
public a new apparatus which, on account of
being universal may be used in other latitudes
than those of our Archipelago, we shall from
the very beginning make sure of the most
important point, which is the fidelity of the
instrument, so that persons who wish to have
the quality of their barometer guaranteed can
have it."

"Above reasons refer exclusively to the
aneroid of the new apparatus. Touching the
cyclonometer, it is superfluous to enlarge on
the practical advantages which the mariner
may derive from it, principally in his voyages
on the high seas. All we claim is to offer him,
as it were, a guide, simplifying the apparatus
so that he can manage it even in cases when
the manifold attentions to diverse manoeuvres
and the anxiety and confusion which usually
accompany the imminence of danger do not
permit complicated calculations."

"The first of the reasons mentioned above
is to-day certainly stronger than ever before.
For since these islands have come into the
possession of the United States of America,
navigation on the seas to the north and east of
Luzon has vastly increased, and consequently
an instrument which to merit of Father Faura's
barometer adds the incomparable advantage of
being applicable with the greatest facility to
different latitudes throughout the Far East
must be highly appreciated by mariners."

TELEGRAMS.

"HONGKONG TELEGRAPH"
SERVICE.

(Delayed in Transmission.)

THE WAR.

VLADIVOSTOK SQUA-
DRON'S DARING
RAID.

"ARABIA" AND "CALCHAS"
REPORTED SEIZED.

(From Our Own Correspondent.)

YOKOHAMA, 25th July,
12.10 p.m.

Reports have just reached here
that the Portland and Asiatic Co.'s
s.s. *Arabia* and the Blue Funnel liner
Calchas have been seized by the
Vladivostok squadron and sent to
Vladivostok.

[The s.s. *Arabia*, Capt. Bahle, is a German
steel screw steamer of 4,483 tons gross and
2,868 tons net, and has been chartered by the
Portland and Asiatic Steamship Co. She was
built at Glasgow in 1901 and is owned by the
Hamburg America Line. In our issue of the
22nd inst. we referred to a report of her seizure,
and the above telegram confirms the news.
The local agents kindly inform us that she is
now four days overdue at this port.]

The s.s. *Calchas*, Capt. Hannan, is a steel,
twin screw steamer of 6,748 tons gross and
4,370 tons net, and was built at Greenock, in
1896, for the Ocean Steamship Company, Ltd.
Among other freight the *Calchas* was to take
in at Victoria, B.C., was 24 carloads of lumber
for the Orient.]

S.S. "TSINAN" OVER-
HAULED.

The China Navigation Co.'s s.s.
Tsinan, was stopped by the Russian
cruising squadron and overhauled.
She was subsequently released.

S.S. "KNIGHT COMMAN-
DER" SUNK.

OFFICERS DETAINED.

NATIVE CREW RELEASED.

The British steamer *Knight Com-
mander* was sunk yesterday by the
Russian squadron at a point 230
miles distant from Yokohama.

The captain was examined by the
Russian Officers, but his statements
were not satisfactory and in con-
sequence the officers of the vessel
have been detained on one of the
cruisers.

The Indian crew was released and
sent aboard the s.s. *Tsinan* to this
port.

[The s.s. *Knight Commander* is a British-
owned steamer of 4,305 tons gross and 2,7-
6 tons net. She was built in Newcastle in 1890
for the Knight Steamship Company, Ltd., and
was registered at Liverpool. She sailed on the
6th May from New York for the Straits and
China, and arrived at Singapore on the 24th
June.]

JAPANESE SCHOONERS
DESTROYED.

The Russian raid in the Pacific is
being conducted with unabated activ-
ity. Two Japanese schooners have
been destroyed.

GOVERNOR OF KWANGSI.

REPORTED SUICIDE.

(From Our Own Correspondent.)

CANTON, 26th July,
4.10 p.m.

Au-fung Sz, Governor of Kwangsi
province, is dead.

It is reported to be a case of sui-
cide.

THE WEATHER.

The following report is from Mr. J. I. Plum-
mer, Chief Assistant of the Hongkong Obser-
vatory:—

On the 26th at 11.50 a.m. the barometer has
fallen upon the Coast of China and in Formosa
and is stationary in the Philippines.

TELEGRAMS.

(Reuters.)

The Russian Volunteer Cruisers.

LONDON, 24th July.

The German steamer *Scandia* has arrived at Suez under a Russian prize crew; she was seized by the Russian Volunteer cruisers in the Red Sea. In reply to a German protest Russia announces that orders have already been given to release the *Scandia*.

After a long discussion, the Council at St. Petersburg has decided that the status of the Volunteers is not sufficiently defined to justify further seizures. The authority to search and seize is therefore withdrawn.

International Athletics.

At the Queen's Club, Yale and Harvard beat Oxford and Cambridge by six events to three.

The Bisley Meeting.

KING'S PRIZE WINNER.

Private Perry won the King's Prize at Bisley.

(China Gazette.)

Port Arthur.

RESERVED ATTACKING RESERVE.

Chefoo, 20th July.

Japanese arriving from the Peninsula and the vicinity held by the Japanese troops state that the investing forces around Port Arthur are fortifying their present positions and assuming the defensive pending preparations for a concerted assault at the end of the month.

In the meantime the Russians at Port Arthur are taking the offensive.

(Sin Wan Pao.)

Daily Skirmishes at Port Arthur.

HEAVY JAPANESE CASUALTIES.

Chefoo, 20th July.

A gentleman arrived here from Dalny reports that the Japanese are pressing Port Arthur, and have occupied the surrounding places, preparations are being made to attack the forts on a large scale. The daily engagements so far are nothing but skirmishes. There was an engagement on the 17th instant at a place 6 miles away from Port Arthur. The Japanese had 350 casualties, including killed and wounded. Firing was heard yesterday from both land and sea.

The Japanese army is massed at Yung-chentsi, and Sanchenpu, north of Port Arthur.

(N. C. Daily News.)

Japanese Progress at Port Arthur.

Tokio, 22nd July.

We are looking forward to substantial news from Port Arthur.

Chefoo, 22nd July.

Arrivals from the vicinity of Port Arthur say that some days ago the Japanese troops occupied the Eastern fort at Tashitun, and from that position are bombarding the Russian troops stationed at Kuanfang, at a distance of a mile and a-half, with a hill intervening.

They also state that the Russian garrison at the beginning of the siege numbered 30,000, but that 10,000 men have been placed *hors de combat* in the engagements that have since taken place. In the Tashitun affair alone the Russian loss was about one thousand.

The Vladivostok Squadron.

Tokio, 22nd July.

Fishermen report that the Vladivostok cruisers were sighted steaming South at 7 a.m. yesterday, in Iwate prefecture, on the Pacific coast of northern Japan.

A Victory at Hsuehchuan. Mukden Threatened.

Tokio, 22nd July.

It is believed that there was severe fighting all day on Tuesday, the 19th inst., in the Kiaotun direction, north of Maitienling.

We hope to hear soon from Tashichiao.

LATER.

As to the engagement on the 19th, it is learnt that the Russians attacked Hsuehchuan, west of Kiaotun.

The Japanese repulsed the enemy after severe fighting.

The Japanese casualties were over two hundred, including a major and a sub-lieutenant killed.

LATER.

With reference to the above telegrams, it is now ascertained that it was the Japanese who attacked and occupied Kiaotun on Tuesday, the 19th, driving off three of the enemy's regiments, and taking four magazines.

The Japanese casualties are over three hundred, including Major Hiraoka, who was the Japanese attaché in South Africa during the Boer war, and a sub-lieutenant.

Russian Telegram.

The following telegram from Major-General Dessing, Russian Military Agent, dated from Moukden 19th July, at 1.25 p.m. has been issued.

There has been no change in the position since 18th inst. All along the line of the Russian Army detachments consisting of reconnoitering parties are having skirmishes with small forces of Japanese.

TELEGRAMS TO SHANGHAI AND BEYOND.

Mr. Olaf Nielsen, Superintendent, of the Great Northern Telegraph Co. Ltd. informs us that, owing to the interruption of their Amoy-Shanghai cable for repairs, all telegrams handed to them for Shanghai and the North are being handed over for transmission to the Eastern Extension Telegraph Company. Restoration is soon expected.

THE WAR.

THE PORT ARTHUR CANARD.

Despite the assertions of war correspondents with the Russian main army, who, it may be remarked, can know nothing of what is going on at Port Arthur, the statement that the Japanese made an assault on the beleaguered port on the 10th instant and were repulsed with the loss of thirty thousand men is, the *Kobe Chronicle* says, utterly discredited in Japan. As to such an event occurring by the explosion of mines, the Japanese authorities in Tokyo say the statement is ridiculous. No such disaster of such magnitude could in practice occur from such a cause. Indeed, it has now been ascertained that on the 10th and 11th there was not even a skirmish of scouts, let alone such an engagement as the figures of losses presuppose. The authorities at Tokyo hold that the report must have been fabricated by the Russians for their own purposes. It seems, however, that the report was not manufactured by the Russians, at least not by the Russians in the field, but had its birthplace, like so many similar reports, in Shanghai. It was stated that the news was based on a message received by the Japanese Consul at Chefoo. Mr. Mizuno, the Consul in question, has now telegraphed to Shanghai, denying that any such news had reached him or had been given him. The statement that he had received news of a great Japanese disaster at Port Arthur is, he says, a gratuitous falsehood.

A Tokyo dispatch reports that recently the Japanese destroyer *Higayori* examined a Chinese junk outside the harbour of Port Arthur and discovered a bundle of letters which had been sent out by the Russians, probably to Chefoo. Among these were found a number of private letters, which were in no way concerned with military affairs, and these were sent forward to Tokyo by Admiral Togo, with the request that they be sent to their destinations. The Tokyo authorities have forwarded them in a bundle to the St. Petersburg General Post Office.

POLISH SYMPATHY FOR JAPAN.

The following is a portion of a letter recently received by Professor Oda of the Kyoto University from Professor Estreichew, a member of the staff of a Polish university.

"I wish to express to you my sympathy for the Japanese nation in your war against Russia. And not only my sympathy, all Poland is on your side in their hearts, though many of her sons are obliged to fight against you, being in the Russian army. But if you could read our papers, which are published not only in the part of Poland that is now under Russian control, but also in the Austrian and Prussian parts, you would find that there is only one opinion about the war. Unfortunately, Poland has now no political existence of her own and our sympathy cannot have any positive effect; the only possible means to prove it, that is personal co-operation in the war, has been declined by the Japanese Ambassador in Vienna, when some young men and some physicians from our country offered to him their services during the war. I am fully aware of the fact that the war against Russia is more than that; it is the war about European and Japanese supremacy in Asia, at least in East Asia, but this does not affect my opinion. I think that everybody has got the right to keep his soil, and only his soil. What has Europe to do in East Asia? You are there at home, that is your country, and if one will reply that Europe is bringing there civilization, the answer will be that this is not true. Civilization is a very comfortable pretence, but neither England nor any other power wishes to do more than to open a foreign country to their commerce and to get, if possible, a good port with a square piece of land around it. The only nation which can bring civilization there is Japan; this country has had a civilization of her own for so many thousand of years that our poor civilization of Europe is only a child when compared with yours; besides you have assimilated and utilised all that our civilization has of good, and have handicapped us in that direction; one reason more to allow you to get supremacy in Asia. You may believe me that all I have written is the true opinion of all Poles; we all wish victory to your nation and hope that your gallant army will meet with much prosperity in the future as they met with till now. I shall be delighted if you will honour me with a reply; at the same time I have the honour to send you my last two papers.

DR. TAD. ESTREICHEW.

A COMMUNICATION to the *Daily Mail* from a naval correspondent at Hongkong throws some light upon the condition of the first-class battleship *Centurion's* gun-sights. When six months ago this ship was despatched to the Far East there were circumstantial reports to the effect that she had sailed with her gun-sights in thoroughly defective order, but until the crucial test of prize-firing had been applied it was impossible, in view of the official assertions, to believe that these reports rested upon solid foundation. Now, however, that test has been applied, and a Hongkong correspondent gives the actual hits scored:—Fore-turret, firing with two 10-in. guns, 13 rounds fired, no hit. After turret, firing with two 10-in. guns, 10 rounds fired, two hits. Total percentage of hits made by heavy guns to shot fired, seven; or one-seventh the average for smart ships in sea-service. Casemate guns (6-in. quick-firing), shot fired, 98 from 10 guns; hits made, 28. Percentage of hits, 27, or 23 under what would be expected from a smart ship. Three of the 6-in. guns fired between them 33 rounds without making a single hit on the target. The firing took place at Mirs Bay on 4th. The gunners firing were good shots, and have done well in other vessels, whence it is fair to conclude that they were so handicapped by the sights of the guns as to be virtually helpless. The deplorable figures obtained by the *Centurion's* guns have caused a great sensation in the China squadron. The two fore-turret 10-in. guns, which did not obtain a single hit, are the guns whose sights have been examined from time to time by various expert officers in the fleet, who have reported unfavourably upon them. At present, on the above figures, the *Centurion*, remarks the *Daily Mail*, is not an effective unit in the British fleet.

THE VOLUNTEER CONCERT.

CHANGE OF PROGRAMME.

We are requested to state that several alterations have been found necessary in the programme to be performed at the Volunteer Concert to take place on the Parade Ground to-morrow night. On account of the departure of H.M.S. *Ocean* for the north to-morrow and the consequent inability of her Band to play as arranged, the Band of the 93rd Burma L. I. has been secured and will play the following selections:—"Bohemian Girl," Jolly Negroes, Hiawatha and "Tannhauser." Mr. Tozer and Mr. Lambert being unable to sing their places have been kindly taken by Mr. R. Sutherland and Mr. G. H. Edwards respectively. H. E. General Villiers Hutton, and Commodore C. G. Dicken, R.N., have signified their intention of being present and it is also expected that H. E. the Officer Administering the Government, Mr. F. H. May, C.M.G., and Mrs. May will also be present. Arrangements have been made for a late tram and ferry for the convenience of Peak and Kowloon visitors.

THE FOREIGN TRADE OF JAPAN.

GOVERNMENT OFFICIAL ON COMMERCIAL POLICY.

Recently, Mr. Sugimura, Director of the Commercial Bureau in the Foreign Office, gave an address at the Kobe (Japanese) Chamber of Commerce before the Ninkurui Kairyo Kenkyukai, or Packing Improvement Investigation Association, the subject dealt with being the rapid development of Japan's foreign trade in the past twenty-five years.

Mr. Sugimura said that from 1874 to 1878 he was engaged in Yokohama as a journalist, and at that time made various investigations in regard to the country's foreign trade. During the four years referred to the total value of the foreign trade of Japan was some ¥60,000,000 a year—Yokohama representing ¥40,000,000, Kobe ¥10,000,000, and other ports ¥10,000,000, a very small amount compared with the figures for the present day. Since then trade had gradually increased year after year, making great strides since the Japan-China War. Last year the total foreign trade reached ¥600,000,000 in round figures, and it was worth noting that during those twenty-five years the trade of Yokohama had increased sixfold and that of Kobe twenty-fivefold. The Japanese, however, must not be content with this development. It was necessary for them to endeavour to develop the trade to the utmost.

Referring to the class of trade at the two principal ports, Mr. Sugimura said it was worth noting that the goods exported from Yokohama were chiefly raw materials, raw silk being the principal article, while those exported from Kobe were chiefly manufactured goods. This was due to the difference of the markets tributary to the two ports. Yokohama supplied goods to more advanced countries, and Kobe those less advanced. This was evident from the fact that the goods shipped at Kobe were destined chiefly for Korea and China. The rapid increase in the exports from Kobe showed that Japan tended to be converted from an agricultural country into a manufacturing country, and the increase also showed the great prosperity of the manufacturing industries in Osaka and Kobe.

Japan having now become a manufacturing country, continued the speaker, it was more than ever necessary for her to extend the field for the sale of her manufactures, and compete throughout the world with the goods made in other countries. The commercial policy adopted by many countries at present was that known as "protection." The United States early adopted it, and Russia, France, and Germany were endeavouring to prevent the importation of foreign goods by a Customs tariff wall, at the same time doing their best in encouraging the export of their own goods. Even Great Britain showed a disposition to forsake her free-trade policy for protection. Such being the situation, the Japanese must not be content with the present state of things.

On the method of developing trade, Mr. Sugimura continued:—"The best course for developing the foreign trade of this country is, I believe, to study the means for increasing the sale of goods in uncivilised countries. This is also the aim of all other countries. Business men are exerting themselves to supply the markets of countries with manufactured goods, sometimes with the assistance of their respective Governments. If we desire to successfully compete against these rivals, we must be well informed ourselves on the situation of affairs in these countries, and learn the requirements of customers and endeavour to produce satisfactory goods."

"Now the value of our foreign trade has reached the considerable amount of ¥600,000,000, the greater part of the business is done through the hands of foreign merchants resident in Japan, only a small portion being done through the hands of Japanese. Foreign merchants resident in Japan, especially the Chinese, try to cut down the price of our goods as much as possible, buying the goods in the cheapest possible market. This has led some Japanese manufacturers and merchants to believe that nothing but goods of inferior quality are saleable in less advanced countries like China and Korea, and as a result of the low price, Japanese manufacturers show a tendency to produce only low-quality goods and to confine themselves to such production. Yet it is evident that even Chinese will not prefer goods of inferior quality without durability, however low the price may be. They are willing to pay more for good quality, durable articles. It is necessary in developing our foreign trade that Japanese manufacturers should visit the markets abroad, and acquaint themselves with the taste of their customers. Only in this way can they successfully compete with European and American goods."

In conclusion, merchants and manufacturers residing in Osaka and Kobe, who are not only ports of foreign trade but also centres of manufacture, were strongly recommended by Mr. Sugimura to take into consideration the matters to which he drew their attention.

THE MISSING STEAMER

"HIPSANG."

REPORTED TORPEDOED BY MISTAKE.

The following letter reached us from the General Managers of the Indo-China Steam Navigation Co. at 5 p.m. to-day:—"With reference to the various rumours afloat regarding this steamer (*Hipsang*), we beg to advise having this morning received a telegram from Shanghai to the effect that although no definite news has been received our friends there are informed on good authority that the steamer was torpedoed by the Russians on the 16th instant.

All the foreigners on board as well as most of the Chinese are reported to be saved and have been taken to Port Arthur.

The steamer is fully covered in London against War Risk."

According to the *China Gazette* of 21st inst., no definite news of the missing Indo-China steamer *Hipsang* up to a late hour that afternoon had been received by the agents, Messrs. Jardine, Matheson who state that their last direct advice was that she left Newchwang on the 15th inst. for Hongkong via Chefoo, but it was afterwards said at the office that she might have gone on to Hongkong direct. The Capt. of the *Genroy* reports that on the 18th he saw a red-funnelled steamer, which might have been the *Hipsang* signalling to Gutzlaff about the state of the weather in the south.

The *Hipsang's* usual course would not take her near enough Port Arthur for the forts to fire upon her in the way mentioned in our Chefoo telegram, but there is no knowing where she might get to in foggy weather. She might run into Pigeon Bay in a fog and it would be just as easy for the Russian gunners to mistake her for a Japanese man-of-war. Her ship's company consists of Captain Bradley, A. G. Smith chief, J. Cartwright second mate, F. G. Collier chief engineer, H. Bishop third engineer, and the usual Chinese crew. It is believed she had one passenger on board, a young Russian from Newchwang.

Since the above was written, says the journal, a report has arrived that it was the *Hipsang* which was sunk in Pigeon Bay in the manner described in our Chefoo telegram, and there now seems to be little reason to doubt that the report is only too true. It is reported further that fourteen of the ship's company have been saved.

The *Hipsang* was insured for about £30,000 at home.

The *Sin Wan Pao* received the following advices from Chefoo, dated 20th inst.:—"Fifty natives have arrived from Pigeon Bay and report that on the 16th inst. 8 a.m. a steamer left Newchwang in a dense fog. She was signalled by the Russians to stop, but her captain did not take any notice. She was eventually torpedoed by a Russian torpedo boat. One European and 30 Chinese were rescued, the former was injured and therefore sent to the hospital, the rest were all drowned. The Chinese who saw it said that this happened in Pigeon Bay."

A wire in the *N. C. D. News*, from Chefoo, dated 23rd inst., says:—

Chinese arrivals from Pigeon Bay stated that they saw about 60 survivors, of whom six were foreigners, from a steamer recently torpedoed by the Russians. They were being escorted to Port Arthur by land.

THE BOMBAY BARRISTER'S ALLEGED FORGERY.

This afternoon, before Mr. J. H. Kemp, Second Police Magistrate, the case in which Mr. Shapurji Cowasjee Sangana, Barrister-at-Law, of Bombay, is charged with committing forgery in that presidency, under circumstances already reported in this column, was called on; when Inspector Power, of the Bombay Police Force, testified to the fact that the signatures of T. J. Straughlin was not in the writing of that gentleman, whom he, witness, had personally seen writing, and signing documents, in his capacity of Chief Presidency Magistrate of Bombay.

Mr. Harston, of Messrs. Ewens and Harston, solicitors, appeared on behalf of the defence. The case was adjourned, to permit of His Worship scrutinising the depositions taken and forwarded from Bombay, to Friday next, the 29th inst.

THE MERCHANT SERVICE GUILD.

Some little time ago, attention was called to the action of the Naval Authorities here, in boarding local vessels whose captains flew the flag of the Merchant Service Guild on Sundays and ordering it to be lowered. The flag, it will be remembered, consists of the Jack, with a white diamond bearing the letters "M. S. G." The objection apparently taken was that the flag bore too much resemblance to the Jack, which merchant vessels are not authorised to fly. But the legality of the flag is proved by the following letter:—

Board of Trade (Harbour Department)

7, Whitehall Gardens, London, S.W. 29th October, 1897.

H 9343.

Sir,—With reference to your letter of the 24th ultimo, upon the subject of the private flag of the Merchant Service Guild, I am directed by the Board of Trade to request that you will convey to your Committee the thanks of this Board for the ready way in which the Committee have shown themselves willing to adopt the suggestion of the Board of Trade with regard to the alteration of the flag.

At the same time the Board are prepared to meet the wishes of the Committee regarding the proposed modification as laid down in your letter, and they accordingly approve of the dimensions as proposed by the Guild, viz.:—

flag—7 feet by 5 feet

diamond—6 feet by 4 feet

The delay in sending a further reply to your letter has arisen from the fact that the Board

have been in communication with the Foreign Office upon the subject.

I am, Sir,

Your obedient servant,

(Signed) T. H. PELHAM.

What probably happened was that the local made flag did not conform to the dimensions given above. Members of the Guild who take a legitimate pride in their association flag will perhaps note.—S. F. Press.

CANTON NOTES.

(From Our Own Correspondent.)

Canton, July 25th.

THE CHRISTIAN COLLEGE.

The *Telegraph* has frequently mentioned the Christian College and the work it is doing. It will be of interest to your readers to know that arrangements are being made to move the college from Macao to Canton. Although it has been carried on its work in Macao under great disadvantages, good work has been done. Students were not wanting. The buildings rented for college purposes were filled. But it has been felt all along that carrying on a Canton college in Macao was not just the best thing to do. A fine site has been purchased on the river front a short distance below Honam. On this site extensive college buildings are soon to be erected. In the meantime the Faculty has decided to erect temporary buildings and open the next term in Canton some time in September. A contractor has been engaged who agrees to put up the temporary buildings in about six weeks' time. The buildings while of a temporary nature will be well built and of sufficient size to accommodate about 100 boys with lecture rooms and rooms for the professors. Work has already begun and will be pushed forward rapidly. This is the beginning of what will be the largest educational plant in South China. The Faculty are to be congratulated upon this extension of their work.

CARPENTERS' HOLIDAY.

This is the anniversary of the patron saint of workers in wood. All shops are closed to-day and the men are feasting.

THE WEATHER.

There have been unusually heavy rains during the past few days. The water in the river has been high. Many parts of the country have been flooded. Some fields of rice are being harvested while the men and women are knee deep in water. A good deal of rice has been destroyed by the floods.

CLAIM AGAINST OSAKA SHOSHEN KAISHA.

The wife and four children of the late H. G. Appenzeller, American subject, instituted an action against the Osaka Shosen Kaisha on the 9th inst. in the Osaka Chihō Saibansho, claiming damages amounting to \$49,650. Mr. Masujima, Counsel for plaintiffs, gave the following reasons:—When Mr. Appenzeller was drowned on board the *Kumagawa Maru*, which was sunk by the *Kisogawa Maru* belonging to the Osaka Shosen Kaisha, on June 11, 1903, he had been engaged as a pastor in the Methodist Church, for seventeen years, at \$1,050 per year. Moreover, he was entitled to receive a pension from the mission. He was only forty-four years old when he was killed, while the average age of Americans is sixty-five. In other words he died twenty-one years before his time, through the disaster, and the amount of \$34,650, which the family could have obtained but for his death, was lost. Besides this, the amount of \$450,000 ought to be claimed by each one of the family as compensation for their loss. The total damage, therefore, amounts to \$49,650.—*Kobe Herald*.

COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—

Indo-Chinas \$104 5/8 & b.
Hongkong Lands 157 5/8
Shanghai Waterworks ... Tls. 385 ex div.

Shanghai advices, of the 21st inst., state:—Business done direct—North Chinas at Tls. 67 1/2. Indo-Chinas at Tls. 74 ex div. for July. Chinese Engineering and Mining Co. L.S. at Tls. 6 Sumatras at Tls. 70. Maatschappij at Tls. 300. Ices at Tls. 23. Municipals at 6 per cent. Debentures at Tls. 96. Chinese Engineering and Mining Co. at 60 per cent. Debentures at Tls. 87 1/2.

Business reported:—Indo-Chinas at Tls. 74 for July. Farnham Boyds at Tls. 143 for July and Tls. 145 for September. Maatschappij at Tls. 300 for July.

SHANGHAI FREIGHT.

Messrs. Wheelock & Co., in their freight market report, dated Shanghai, 21st inst., state:—

Our homeward freight market has been quiet during the past fortnight with a slight falling off in the quantity of cargo offering for Europe, but there is a small increase in cargo for America which we hope to see augmented in the near future.

Coastwise:—After the steadying of coast-rates which we reported in our last we have now to report a slight decline all round owing to the large quantity of "outside" tonnage seeking employment and we expect this will be increased still more very shortly as a number of time-charters that were effected at war-rates last February at the outbreak of hostilities between Japan and Russia will most probably be allowed to lapse.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/10 3/16
Do. demand 1/10 1/16
Do. 4 months' sight 1/10 7/16
France—Bank T.T. 233
America—Bank T.T. 45
Germany—Bank T.T. 45
India T.T. 138 1/2
Do. demand 138 1/2
Shanghai—Bank T.T. 71 1/2
Japan—Bank T.T. 90 1/2
Yingapore—Bank T.T. Nominal
Java—Bank T.T. 111 1/2
Buying.
1 months' sight L/C 1/10 9/16
6 months' sight L/C 1/10 11/16
10 days' sight San Francisco & New York 45 1/2
4 months' sight do. 46 1/2
10 days' sight Sydney and Melbourne 1/10 13/16
4 months' sight France 237
6 months' sight do. 238 1/2
4 months' sight Germany 193 1/2
Bar Silver 26 13/16
Bank of England rate 3 1/2

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	95 1/2
" Old	1,030 1/2
" Older	1,110 1/2
" Oldest	1,220 1/2
Patna New	1,212 1/2
" Old	1,310
Penares New	1,190
" Old	1,230
Persian (Paper)	850 0/00

To-day's Advertisements.

THE STOCKBROKERS' ASSOCIATION OF HONGKONG.

NOTICE.

AS SETTLING DAY this month falls on Saturday, SETTLEMENTS will be put through on FRIDAY, the 29th instant.

By Order of the Committee,

E. S. JOSEPH,

Hon. Secretary.

Hongkong, 26th July, 1904. [874]

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SIXTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 16th August, at 12 o'clock, Noon, for the purpose of receiving a report of the Directors, together with a Statement of Accounts, declaring a Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th August, inclusive.

By Order of the Board of Directors,

T. ARNOLD,

Secretary.

Hongkong, 26th July, 1904. [873]

THEATRE ROYAL.

CITY HALL.

THE

TAIPEH DRAMATIC COMPANY.

TO-NIGHT, (TUESDAY), 26TH JULY.

"THE WAR BETWEEN JAPAN AND RUSSIA."

THE COMEDY

"NATURAL AND UNNATURAL."

JAPANESE ANCIENT SONGS AND DANCES.

PLAN AT CITY HALL.

Prices \$3, 2 and 1.

Doors Open at 8. Overture 8.45.

Commence at 9 P.M.

Late Tram and "Star

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"MACHAON"	8th August.
GLASGOW and LIVERPOOL	"GLAUCUS"	12th August.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
* GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"MACHAON"	11th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th July, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	27th July.
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"KANSU"	28th "
SHANGHAI	"WOOSUNG"	28th "
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo and Passengers, at through rates, for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 26th July, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 30th July, at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 6th August, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

(Hongkong, 23rd July, 1904)

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"ARABIA"	4,483	Bahle	August 13th, 1904.
"ARAGONIA"	5,198	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 23rd, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M., on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 3 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5, and Class, \$1; 2nd Class, \$2; 3rd Class, \$1. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF:—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship
"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class, \$3.00 for Single Journey.
2nd " 1.50
Meals, 1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.

WENDT & CO.,
Canton Agents.

Hongkong, 14th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 1st February, 1904. [819]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European \$8.00

Second Class European 3.00

First Class Chinese 1.50

Second Class Chinese80

Deck30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central,

Hongkong, 9th June, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

"KWONG CHOW" 1,309 J. P. MARTIN.

"KWONG TUNG" 1,238 H. W. WAI KEE.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"BEDOUIN" 10th August.

"LOWTHER CASTLE" 25th August.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 26th July, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "BORNEO,"

4,573 tons,

will be despatched for LONDON (DIRECT),

on or about 18th August.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 22nd July, 1904. [865]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"NUBIA,"

Captain Habel, will be despatched for the

above Port, on SATURDAY, the 20th August,

at 4 P.M.

For Freight, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office,

Hongkong, 20th July, 1904. [865]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the

above Port, on or about THURSDAY, the 25th

August.

For Freight, apply to

SHEWAN, TOMES & CO.,

General Agents,

Hongkong, 23rd July, 1904. [785]

Shipping—Steamers.

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,
via MANILA, THURSDAY ISLAND,
TOWNSVILLE AND BRISBANE.
THE Company's Steamship

"YAWATA MARU,"

Captain will be despatched as above,
on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 25th June, 1904. [766]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain G. S. Weigall, will be despatched as above on FRIDAY, the 29th inst., at 4 P.M. This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd July, 1904. [868]

Intimations.

THE CHINA AND JAPAN TELEPHONE

AND ELECTRIC COMPANY,

LIMITED.

HONGKONG EXCHANGE.

S U B S C R I P T I O N S .

PAYABLE QUARTERLY IN ADVANCE.

EXCHANGE LINES: \$25 Per Quarter.

NO CHARGE FOR INITIAL

INSTALLATION.

N.B.—A Special Charge is made for Lines of more than average length.

DESK TELEPHONES

For a small additional annual charge Desk Sets can be supplied.

ELECTRIC SUPPLIES.

BATTERIES.

CHEMICALS.

ELECTRIC BELLS.

INSULATORS.

SWITCHES.

TELEPHONES.

WIRE.

SEND FOR PRICE LISTS.

ELECTRIC BELL INSTALLATIONS.

For all kinds of Electrical Work.

ADDRESS:—2, ICE HOUSE ROAD.

W. STUART HARRISON,

A.M.I.C.E.,

Mapager.

Hongkong, 12th April, 1904. [61]

HONGKONG AVERAGE MARKET PRICES.

Corrected 18th July, 100 cts. per \$, Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjion—Ngau Lau

" Sausages—Ngau Yuk Chung

Bullock's Brains—Know..... per set

" Tongue fresh—Ngau Li..... each

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin..... each

" Feet—Ngau Kerk..... each

" Kidneys—Ngau Yiu..... each

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To.....

Calves' Head and Feet—Ngau-chai-

tau-keok..... set

Mutton Chop—Yeung Pai Kw

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chitlings—Chi cheong

" Brains—Chi Know..... per set

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu..... pair

" Liver—Chi Kon

Pork, Chop—Chi Pai Kwat

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

Sheeps' Head and Feet—Yeung Tau

Keok..... set

" Heart—Yeung Sum..... each

" Kidney—Yeung Yiu

" Liver—Yeung Con..... each

Sucking Pigs, 10 Order—Chu Chai

Suet, Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capons, Large, Small—Sin Kai.....

Ducks—Ap

Doves—Pan Kau..... each

Eggs, Hen—Kai Tan..... per doz.

Mails.



**THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BALLAARAT,"

Captain C. R. Longden, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 30th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. *Egypt*, 7,912 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arabia*
due in London on the 12th September.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 16th July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Hyades</i>	3,753	Geo. Wright	Ab. Aug 9
<i>Shawmut</i>	9,600	W. M. Smith	Sept. 1
<i>Tremont</i>	9,600	T. W. Garlick	Oct. 1
<i>Shawmut</i>	9,600	W. M. Smith	Oct. 1
<i>Tremont</i>	9,600	T. W. Garlick	Oct. 1
<i>Lyra</i>	4,417	G. V. Williams	...

! Cargo only.
Steamers marked (*) have no second-class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut..... 9,600 W. M. Smith, Ab. Aug. 12
Tremont..... 9,600 T. W. Garlick, Sept. 1

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. *Shawmut* and *Tremont*
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 26th July, 1904.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PREUSSEN,"

of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded, unless
notice to the contrary be given before 1 P.M.,
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th inst., will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 27th inst., at
9.30 A.M.

All Claims must reach us before the 1st
of August, or they will not be recognised.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,
Agents.

Hongkong, 20th July, 1904.

Consignees.

S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s.
Memphis and *Crinée* from Havre ex s.s.
Memphis and *Charente* from Bordeaux ex s.s.
Ville de Celles, in connection with above Steamer,
are hereby informed that their Goods, with
the exception of Opium, Treasure and Valua-
bles, are being landed and stored at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon, TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed
after TUESDAY, the 2nd August, at Noon, will
be subject to rent and landing charges.

All claims must be sent in to me on or before
the 2nd August, or they will not be recognised.

All damaged packages will be examined on
TUESDAY, the 2nd August, at 3 P.M.

No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 25th July, 1904.

BRITISH-INDIA STEAM NAVIGATION
COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUTI LA,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in
any case whatever.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 25th July, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 27th
inst., at 4 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 25th July, 1904.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA,"

FROM ANTWERP, LONDON, PORT
SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. *Oceanus*.

Optional Goods will be landed here unless
intimations are given to the contrary before
2 P.M. TO-DAY.

Goods not cleared by the 27th instant, at
4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged Packages must be left in the
Godowns for examination by the Consignees' and
the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.

No claims will be admitted after the Goods
have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 21st July, 1904.

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to take
immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by TUESDAY, the 26th instant, at 5 P.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.
E. W. TILDEN,
Agent.

Hongkong, 22nd July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & FORTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$22.994 for half-year ending 31.12.1903	6 1/2 %	\$66 1/2 buyers
National Bank of China, Limited. Do. (Founders')	4,453,750	£10	£8	\$250,000 \$191,973	\$21,668	\$2 (London 3/8) for 1903 None	5 1/2 %	London 26 1/2 \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$59,143 \$781,415 \$906,872 \$900,000 \$151,992 \$331,342 \$322,138	\$1,959,926	\$32 for 1902	5 1/2 %	\$545 sellers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$322,138	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$65
North China Insurance Company, Limited	10,000	£15	£5	Tls. 500,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 67 1/2
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$486,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 \$50,000	\$110,551	\$15 for 1902	7 %	\$208 sales
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,170,288 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,250,000 \$1,501	\$329,047	\$6 dividend & \$1 bonus for 1902	8 %	\$88
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$133,000 \$149,409	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$30
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	£205,000 £100,000	£5,853	10/- for 1903	5 %	\$105 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 1/2 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$80,000 \$80,000	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$55 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$600,000 \$15,000	\$1,287	\$7.80 & b. 40 cts } \$0.90 & b. 20 cts } for year ending 30.4.04	6 1/2 % 4 1/2 %	\$36 buyers \$26 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,175 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£10,000,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 sellers
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 201,614	Tls. 865	Final of Tl. 1 making Tls. 2 for 1903	6 %	Tls. 35 sellers
Shanghai Tug and Lighter Company, Limited. Do. (Preference)	200,000 100,000	Tls. 50 Tls. 50	Tls. 50 Tls. 50	none	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 % 7 1/2 %	Tls. 48 sellers Tls. 47 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$185
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$5 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$8 sellers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 7 1/2
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$218 1/2 buyers
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final = Tls. 12 for year end. 30.4.04	8 1/2 %	Tls. 140 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$245 buyers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus } for 1903	4 1/2 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$29,926	\$7 dividend	6 1/2 %	\$110 buyers
Howarth Bros., Limited	12,000	\$100	\$100	\$100,000 \$59,889	\$29,926	\$10 div. & \$2 1/2 bonus for 1902/3	6 %	\$210 buyers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$250,000 Tls. 487,210	\$28,015	Final of \$2 1/2 making \$5 for 1903	4 1/2 %	\$112
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 150 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sellers
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$27 1/2
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sellers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of Tls. 3 for 1904	7 1/2 %	Tls. 112 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 3 making in all Tls. 9 for 1903	7 1/2 %	Tls. 125 sales
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2	...	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$38 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3 20 for 1903	5 1/2 %	\$60
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,771 \$20,000	\$5,161	\$5 for second half-year 1903	7 1/2 %	\$134 buyers
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$22,500	\$16,301	\$2 1/2 for year ended 30.6.30	7 1/2 %	\$44 sellers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,086	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 %	Tls. 12 1/2 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	none	First year	...	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	12 1/2 %	\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	...	Tls. 45 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12 1/2 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 88,034	Interim of 3 % a/c 1898	...	Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares	...	Tls. 32 1/2 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,618	Tls. 26,389	4 % for 1897	...	Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$0	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	6 1/2 %	\$14 1/2 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	8 1/2 %	Tls. 70 sellers
Alhambra, Limited	300	\$100	\$200	\$43,000	\$57	\$125 for year ending 30.6.1900	...	\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$9 1/2
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 %	\$30 sales
China-Borneo Company, Limited	60,000	\$12	\$12	...	Nil.	60 cents for 1903	6 %	\$10 1/2 sellers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$14 buyers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,042	\$1 for 1903	13 1/2 %	\$7 1/2 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$6,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	80 cents for 1903	8 1/2 %	\$9 1/2
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	7 1/2 %	\$14 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£5	£21,855 Tls. 100,000	£7,387	£1 div. and 2/- bonus for 1902	...	\$160 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 108,172 Tls. 140,000	Tls. 7,548	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/2 for 1903	8 1/2 %	Tls. 100 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,367	Final of 37/6 making \$2/6 for 1903	7 1/2 %	Tls. 390 buyers
Tientsin Waterworks Company, Limited	2,000	T.Tls. 100	T.Tls. 100	Tls. 15,259	Tls. 6,57	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Tls. 2 for half year	...	Tls. 130 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$185,000	\$1,3104	Final of \$1 1/2 making \$3 1/2 for 1903	12 %	\$29 1/2 buyers
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	\$50,000	\$21,184	Final of \$7 making \$12 for year end. 29.2.04	9 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,397	\$10 for 1903	7 1/2 %	\$140
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$20,000	\$10,517	\$3.75 for 1903	7 1/2 %	\$48 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,844	Final of \$12 making \$16 for 1903	7 1/2 %	\$320 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	...	\$7 1/2 for second half year 1903	9 1/2 %	\$160 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$10	\$10	\$20,000	\$4,283	\$2 for year ending 30.1.1903	7 1/2 %	\$20 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$7 1/2	\$20,000	\$3,029	\$1 1/2 for year ending 31.7.1903	6 1/2 %	\$37 buyers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$599	\$3 for 1903	8 1/2 %	\$5 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	...	\$10 1/2 buyers
United Asbestos Oriental Agency, Limited Do. (Founders')	9,900 100	\$10 \$10	\$4 \$10	\$1,400	\$119	90 cents } \$2.70 } for year ended 31.5.1903	14 1/2 %	2210 buyers \$14 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$42,551	None	8 %	\$19 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	...	39 1/2 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	9 1/2 %	\$10 1/2 sales
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	...	\$5
Steam Laundry Company, Limited	5,000	\$5	\$5	none	...	None	...	...
Muatschappij tot Mij., Bosch- en Landbouw- plaat in Langkat	25,000	Gs. 100	Gs. 100	Tls. 334,669 Tls. 11,433	Tls. 27,187	First quarterly of Tls. 10, paid 15.3.04	13 1/2 %	Tls. 300 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Second do. Tls. 10, 15.3.04	7 %	Tls. 71 1/2 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 3,288	Tls. 5 for 1903	4 1/2 %	Tls. 124 ex div.
Central Stores, Limited	6,000	\$15	\$12	\$20,000	Tls. 3,253	Interim of \$1.20 for 1904	12 %	\$204 ex div.
Do. (Founders')	125	\$15	\$12	\$20,000	Tls. 3,253	Interim of \$1.20 for 1904	...	\$190
Do. (New Issue)	24,000	\$15	\$12	...	...	None	7 1/2 %	\$7 1/2 ex div.
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	First year	Preferential of 7 per cent for 1904	12 1/2 %	Tls. 20 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 3,505	\$1 1/2 for 1902	9 1/2 %	Tls. 65 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$375,000	Tls. 3,542	\$1 1/2 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,408	\$1 div. and 25 cents bonus for half year ended 30.9.1903	8 %	\$46 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,908	\$2 div. and \$3 1/2 bonus for 1903	8 %	\$95 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	\$303	\$2 for year ended 31.10.1903	8 %	\$26 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	2,700	\$20	\$20	...	...	First year	...	\$50
South China Morning Post, Limited	6,000	\$25	\$25	...	...	First year	...	\$25